

RANGE OF THERMOMETER.
The range of the thermometer at The Times office yesterday was as follows: 9 A. M., 42; 12 M., 50; 3 P. M., 56; 6 P. M., 48; 9 P. M., 43; 12 M., 40; average, 45.2.

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THE SEPARATE COACH BILL IS FAVORABLY REPORTED.

Committee So Decides By Vote of Seven to Four.

THE RESULT IS LOUDLY APPLAUDED.

Measure Will Pass the House of Delegates by a Big Majority.

ALL AMENDMENTS WERE VOTED DOWN.

Mr. McAllister Tried to Have Incorporated in the Act a Provision Looking to the Protection of White Females from Negro Insolence in the Waiting Room at the Station, But Mr. Epps Thought this Subject Should be Treated in a Separate Bill—The Member Wanted Supported the Measure, Which Will Go on the House Calendar To-Day With no Objection by Members.

Hon. John E. Epps has won his fight before the House Committee on Roads in behalf of his bill to require railroad companies to provide separate coaches for the races.

After all amendments had been rejected the following gentlemen voted to report the act favorably: Delegates Churchman, Epps, Felix Jones, Hutcheson, Lyons, Baker and McAllister.

Messrs. Pilcher, Hume, Willard and Hubbard voted against the act. Mr. Lewis, who favors the measure, was paired with Mr. Ryan, who opposes it.

Mr. McAllister, who stated that he was heartily in favor of legislation on this subject, voted with Messrs. Pilcher, Hume, Willard and Hubbard for amendment.



MR. JOHN E. EPPS.

ments offered, but when they were all rejected, he supported the measure, as Mr. Epps wants it passed.

It is generally concluded that the bill will pass the House by a big majority, and it is now thought that it will go through the Senate.

BIG CROWD PRESENT.
The committee met in the hall of the House last night to consider the subject of "Jim Crow" car legislation. Nearly all the seats were occupied by legislators or interested spectators, and the galleries were well filled.

The clock read the three bills before the body—those offered by Mr. Epps, by Mr. Baker and by Messrs. McAllister and Willard jointly.

Mr. Baker stated that when he offered his substitute he did so not knowing that Mr. Epps was going to add additional provisions to his act. If the measure as printed and read was the one Mr. Epps was going to advocate, he was willing to withdraw his bill and let Mr. Epps have it. He now embraced the material provisions of the measure he had himself introduced.

Mr. Epps stated that there could be no middle ground in this matter. It was simply a question as to whether or not there should be separate coaches for the races. He thought it would be a mistake to pass a measure directing the conductors to assign passengers of the two races to seats in different sections of the coaches. This would lead to no end of trouble and many conductors had informed him that no practical good could be accomplished by such a law. Mr. Epps said all he wanted was a vote on his bill. He preferred that he be reported favorably, but if the act were opposed to it he desired the body to say so and he would present a minority report.

MR. McALLISTER'S POSITION.
Mr. McAllister stated that he recognized the fact that there was legislation needed on this subject. He was not unduly wedded in favor of any one of the bills presented. He was convinced, however, that the Legislature would enact a whole law on this subject. He was willing to support, with some verbal changes, the first, second, third, fourth and fifth sections of the Epps bill. The other sections he would amend and add some additional ones.

should provide protection for the white females who have to wait often for hours at the stations. Mr. McAllister said he had traveled much in Georgia, Tennessee, Kentucky and other States where the negroes are separated on the trains. He had never witnessed any trouble on the trains, but he had seen occurrences at the stations that Virginia ought to profit by in passing a law on this subject.

ONE OBJECTION.

Mr. Baker called attention to the difficulties that would be encountered in seeking to separate the races in waiting rooms. At most stations there is only one representative of the road; he is telegraph operator, ticket agent, express agent and freight agent. He thought it would be better to report the Epps bill and then have a separate act requiring the companies to furnish separate waiting rooms for the two races.

Mr. Hume offered an amendment providing that the act should apply also to vending machines by electricity, other than those doing strictly a street car business.

Mr. Epps urged that his bill be not loaded down with amendments. He was willing to vote for acts to provide separate waiting rooms, and to require electric roads to furnish separate coaches, but his bill was modeled after a law that had stood the test of the Supreme Court of the United States, and he was unwilling to change its provisions.

Dr. Fitzpatrick stated that he was in favor of passing the Epps bill without the dotting of an "i" or the crossing of a "t".

Captain Willard said this bill would work a great hardship upon local railroads on the Virginia side of the Potomac River. He offered an amendment that nothing in this act should apply to railroads operated exclusively in Fairfax and Alexandria counties and the District of Columbia.

Mr. Lyons argued that if the Willard amendment should be adopted many other exceptions would be asked.

AMENDMENTS REJECTED.

The Hume amendment and that offered by Captain Willard were defeated by votes of 6 to 5.

The amendments offered by Mr. McAllister were defeated by a vote of ayes, 5; noes, 6.

The committee decided to report the Epps bill favorably.

The result was greeted with great cheering and many legislators went up to congratulate Mr. Epps on his splendid fight for the bill.

PROVISIONS OF BILL.

The act, as reported, is as follows: 1. Be it enacted by the General Assembly of Virginia, that all railroad companies operating in this State, whether upon the lines of railroad in part or whole, or leased by them, that may hereafter be granted in this State, and all foreign corporations, companies, person or persons organized under charters granted or that may be hereafter granted by any other State, who may be now or may hereafter be engaged in running or operating any of the railroads of this State, either in part or whole, either in their own name or that of others, are hereby required to furnish separate coaches or cars for the travel or transportation of the white and colored passengers on their respective lines of railroad. Each compartment of a coach divided by a good and substantial partition, with a door therein, shall be deemed a separate coach or car, and the meaning of this act, and each separate coach and compartment shall bear in some conspicuous place appropriate words in plain letters indicating the race for which it is set apart.

2. Be it further enacted, that the railroad companies, person or persons shall make no difference or discrimination in the quality, convenience, or accommodation in the cars or coaches or partitions set apart for white and colored passengers.

3. Be it further enacted, that any railroad company or companies that shall fail, refuse, or neglect to comply with the provisions of sections one and two of this act shall be deemed guilty of misdemeanor, and upon indictment and conviction thereof, shall be fined not less than three hundred nor more than one thousand dollars for each offense.

4. Be it further enacted, that when any coach or compartment of a car for the use of white passengers is completely filled, where no other coaches or cars can be had, and the increased number of passengers could not be foreseen, the conductor in charge of such trains is hereby authorized to assign and set apart a portion of the car or compartment assigned to passengers of one race to passengers of another race.

5. Be it further enacted, that the provision of this act shall not apply to employees on railroads, or persons employed as nurses, or officers in charge of prisoners, nor shall the same apply to the transportation of passengers in any caboose car attached to a freight train, nor to Pullman cars, nor through express trains that do local business.

6. This act shall be in force from July 1, 1900.

TELLER BILL IN HOUSE.

Introduced in That Body Yesterday by Representative Lamb.

WASHINGTON, Jan. 15.—Special.—Representative Lamb, of Virginia, introduced to-day the bill introduced by Senator Teller, of Colorado, in the Senate several days ago, to provide for the payment of certain claims for the occupancy of the Federal Government of the buildings and warehouses after the close of the civil war.

Representative Lamb, speaking of his bill, said: "At the last session of Congress I had all of these claims on the omnibus bill, but the Conference Committee knocked them out. I have just had a very satisfactory interview with Senator Teller, chairman of the Committee on Claims, and he has assured me that he is ready and willing to actively co-operate with me in securing the passage of the bill. He is deeply interested in these claims, and says the claimants should have had a settlement years ago. It is my purpose to earnestly press action on this bill, and the prospects look encouraging for favorable action at this session of Congress."

Representative Young, of Virginia, today introduced a bill directing the Secretary of the Treasury to pay P. F. Eagan, of Phoenix, Va., four thousand dollars for destruction of property by United States troops in 1898.

PURSuing INSURGENTS.

Part of General Bates' Troops Operating About Lake Taal.

MANILA, Jan. 15.—A dispatch from General John G. Bates' troops are operating about Lake Taal. The insurgents continue to retreat South. Colonel Anderson, of the United States, is supposed to have reached Lipa, where many Spanish prisoners are held.

Colonel Anderson, with the Thirty-eighth infantry, took Talsay on the north shore of the lake with little opposition. Cheatham, with a battalion of the Thirty-seventh, on his way to San Pablo, dispersed four hundred insurgents whom the cavalry are pursuing toward Alamillo.

A troop of the Third cavalry lost two men killed and three wounded in an encounter with the insurgents near San Fernando Ins Union January 12th.

QUARANTINE BILL.

To be Considered by Committee on General Laws To-Day.

When the quarantine bill comes up in the House Committee on General Laws this morning a number of prominent physicians from various sections of the State are expected to be present to speak in favor of the passage of the bill.

PHOEBUS HAS A SOLDIERS' RIOT

Negro Shoots a Soldier and the Troops Start Out to Clean Up the Town.

Garrison Guard Turns Out.

NEWPORT NEWS, VA., Jan. 15.—Special.—A large squad of soldiers from Fort Monroe required to Phoebe this evening to "clean out" the Dewey House, against which some members of the gang had a grievance. In the melee that ensued a negro shot one of the soldiers in the head, inflicting probably a fatal wound.

This enraged the other soldiers to such an extent that they started out to "clean out" the balance of the town. For a short time pandemonium reigned supreme, shots were fired, windows were smashed, and peaceful citizens of the little town were frightened almost out of their wits by the unseemly conduct of the soldier boys.

Help was speedily summoned from the garrison at the Fort, and by 10 o'clock to-night the riot was at an end, and the streets of Phoebe again assumed their normal aspect.

GOVERNOR OF MISSISSIPPI.

The Lieutenant Governor Take Oath of Office.

JACKSON, MISS., Jan. 15.—Lieutenant Governor Harrison took the oath and immediately assumed the duties of the office of Governor, made necessary by the illness of Governor McLaurin.

Lieutenant Governor Harrison will act as Governor until to-morrow.

Some changes in the programme for the inauguration of Governor-Elect Longstreet will be necessary owing to the inability of Governor McLaurin to participate in the ceremony.

Lieutenant Governor Jones will be his official representative during the ceremonies.

Use Advance.

WASHINGTON, Jan. 15.—In the United States Supreme Court order was issued to-day advancing the case of the V. V. and G. and other Railway Companies, vs. the Interstate Commerce Commission. The cases arise out of charges of discrimination on the part of railroads in the matter of rates.

Mr. Macrum En Route Home.

PORT SAID, Jan. 15.—Charles E. Macrum, formerly United States Consul at Pretoria, left here on board the steamer Koenig to-day on his way home.

BRITISH CROSSED TUGELA

Warren Occupies Position North of the River.

GENERAL WOOD IS IN ENEMY'S TERRITORY.

Has Taken Up a Position at Zeupptans Drift.

BOERS ARE SAID TO BE DEMORALIZED

By Gallantry of the Ladysmith Garrison.

OOM PAUL'S PROCLAMATION.

He Orders All Burghers to the Front and Quotes Pains—A Dispatch from Durban Reports That a

British Column, Proceeding to the Relief of Ladysmith, Has Crossed the

Little Tugela and is Shelling the Boer

Position.

LONDON, Jan. 15.—A special dispatch from Cape Town, dated Friday, January 12th, evening, announces that General Warren has crossed the Tugela river.

CAPE TOWN, Saturday, Jan. 13.—There is good reason to believe that the statement that Sir Charles Warren, with 11,000 men, has gone toward Weenen, is correct, and we may expect important news shortly.

Reports have been received here that dysentery is very rife in Ladysmith. Everything is phenomenally quiet at Sterksfontein.

CAPE TOWN, Jan. 15.—A dispatch to the Argus, dated Friday last, January 12th, says: "The authorities have received news that General Warren has crossed the Tugela and occupied a strong position north of the river."

This report has been current here since yesterday, but is discredited in official circles.

IN ENEMY'S COUNTRY.

ORANGE RIVER, Friday, Jan. 12.—General Wood, for the first time in the campaign, has established a post in the enemy's country. With a force of all arms, he took up a position January 6th at Zeupptans Drift, on the north side of the Orange river, in the Free State.

DURBAN, NATAL, Jan. 14.—All the foreign military attaches arrived here this morning. They will proceed Monday to Cape Town, where they will join Lord Roberts.

LONDON, Jan. 15.—The Duke of Marlborough, who volunteered for service in South Africa, will sail for Cape Town Saturday next.

LONDON, Jan. 15.—The War Office has published the following dispatch from Lord Roberts, dated Cape Town, January 15th, 6:20 P. M.: "French reports that a reconnaissance yesterday (Sunday) shelled the Coleburg road bridge. No casualties. Returned to-day."

"Methuen and Gatacre no change."

LONDON, Jan. 15.—The correspondent of the Daily Telegraph at Pietermaritzburg, telegraphing Thursday, January 12th, says: "The gallantry of the Ladysmith garrison last Saturday appears to have depressed, if not actually demoralized, the Boer generals. It is believed that they lost, as two, if not three, killed, as against our own."

"Many Boers are believed to be trekking northward. The magistrate at Nqutu, Zululand, telegraphs that scouts report having seen many Boer families with wagons proceeding north via Zululand, while a European, who formerly resided at Dundee, declares that after the repulse at Ladysmith, a number of Boer wagons, loaded with dead and wounded, passed through that mining township, and that the Boers burned some of the public buildings as they departed. Five days have passed since then."

KRUGER'S PROCLAMATION.

LONDON, Jan. 15.—A dispatch to "The Daily Mail," dated Saturday, January 13, from Lourenco Marques, says: "President Kruger has issued a proclamation ordering all Burghers to the front. The Volksraad, the Transvaal official organ, suggests that the Boers should be ordered to the border the gold industry should be irretrievably destroyed."

"President Kruger also issued a circular dated January 8th, to Boer commanders, and Burghers, urging them to show more energy in the Transvaal cause. He quotes Psalm 23, verse 7, as God-given instructions to the Burghers, and says that the British have fixed their faith in Psalm 33. He also quotes Psalm 89, verses 13 and 14, and asserts that he has searched

(Continued on Second Page.)

THE CONTEST IS ON IN KENTUCKY

Boards in the Case of Both Governor and Lieutenant Governor Met,

With Full Attendance.

FRANKFORT, KY., Jan. 15.—The Contest Boards in the Governor and Lieutenant Governor cases, met to-day, every member of both boards attending.

Several hundred witnesses, mostly from Lexington, were present. It was announced that the boards would sit to-morrow.

Taylor's attorneys protested that his charges of disqualification of several of its members were overruled.

without investigation, which, if had, would have left the committee without a quorum.

Mayor Weaver, Chief of Police Hager, and General J. B. Castelman, are among the witnesses. Kohn, of Gobel's counsel, filed the affidavits of all members of the Contest Board who are under challenge and all the affidavits of the clerks of both Houses of the Legislature. These deny the allegations in the Taylor protest, and in affidavits submitted during to-day the objections of Taylor's counsel on all of these matters were overruled.

Attorney Edenbach then began to argue the exceptions filed to the notices to contest. The notices he held were insufficient and defective in that they arrogated to the Contest Board, judicial powers not conferred on that body by law; that they were issued to the several thousand persons kept away from the polls would have voted for Gobel in any event; that the allegation regarding unlawful mandatory injunctions issued by Judge Taylor in Louisville failed to show that the alleged unauthorized persons who entered the polls, did anything that affected the result of the election; that the charge of intimidation of railroad employees by railroad officials were unsupported by names.

GOEBEL'S SIDE.

Mr. Phelps responded for the Goebel side, claiming that none of the objections filed by counsel on the other side were really in the way.

Mayor Charles P. Weaver, of Louisville, was examined to show all precautions had been taken for a free and fair election and that the use of the troops operated as an intimidation.

Mr. Weaver said, among other things, that he favored Goebel for the nomination, and had heard that all of his opponents supported Goebel. Mr. Weaver said that owing to incendiary speeches and publications in the newspapers there was a feeling of unrest, but not such, he thought, as required the military. The local authorities in regard to the matter equal to the occasion. He detailed the steps which he, as mayor, had taken to preserve order, mentioning the appointment of special police, etc.

H. P. McDonald, a Democratic election officer, the second witness, attributed the Democratic falling off in his district to threats of intimidation.

These witnesses were examined at the night session, at which also the exceptions filed to the notices to contest had been elaborated on before witnesses were called. By a strictly party vote, the exceptions were overruled. Judge Yost filed a demurrer, which was promptly overruled. Judge Yost then filed answer to the motions of contest in both cases, and was granted until Wednesday to prepare and file counter notices.

The boards then adjourned until to-morrow.

FIGHTING IN PHILIPPINES.

Two Companies of 25th Infantry Attacked by Moro Men.

WASHINGTON, Jan. 15.—The War Department to-day received the following report from General O'Day: "Manila, January 15th. "Bole men and armed insurgents, robbers, from Zamboanga mountains attacked two companies of the Twenty-fifth Infantry, O'Day's command, at Iba, January 6th, were driven and pursued with loss to them of fifty men; no casualties. Schwan's troops east and south of Santo Tomas, Batangas."

"Yesterday, O'Day's Battalion of Thirty-seventh, struck enemy east of Santo Tomas on San Pablo road, enemy left five dead on field, cavalry soon appearing, pursued force eastward, no report of result. Cheatham's casualties, one wounded."

"Anderson, Thirty-eighth, en route Lipa yesterday struck insurgents a few miles south of Santo Tomas, drove them through Lipa to Rosario; enemy's loss, twenty dead and wounded, six Spanish prisoners, twenty thousand dollars.

"Sai van has liberated about two hundred Spanish prisoners now en route to Manila. Anderson's casualties yesterday were one man killed, two wounded."

"Wason's force is actively operating in western Cavite and Batanga provinces, all important towns held and constant patrolling. Great many Filipinos returning to homes, believe to be insurgent deserters."

THE PRIZE MONEY IN MANILA FIGHT

Attorney General Asks That Case be Referred to Commissioner Who Shall Hear Both Sides.

WASHINGTON, Jan. 15.—Attorney General Griggs has filed an answer in the Supreme Court in the District in the proceedings for prize money for captures at Manila Bay by Admiral Dewey.

The Attorney-General asks that the case be referred to a commissioner, and that Admiral Dewey, his officers and crew, and also the United States, may have leave to take testimony.

The Attorney-General concedes that a state of war existed; that the captures were made by the United States; and that the Spanish cruisers Isla de Cuba, Isla de Luzon, and Don Juan de Austria. These vessels, he says, were sunk during the engagement. He asks for fuller information in regard to the other policies, and says, although some captures do not authorize its condemnation as prize to Dewey and his men.

The Attorney-General has also filed a similar answer in the case of Admiral Sampson and the destruction of Cervera's fleet.

SUBSTITUTE OFFERED.

Butler's Measure Provides for Money of Gold, Silver, Paper and Copper.

WASHINGTON, Jan. 15.—Senator Butler to-day gave notice of a substitute he will offer for the Financial bill. It provides for the manufacture or coinage of money of gold, silver, paper and copper. The bill provides that no piece of money shall be of greater denomination than \$20, and it makes gold, silver or paper money legal tender for any sum.

The bill provides for the free coinage of both gold and silver.

WARRIORS WON'T WORK.

PAWTUCKET, R. I., Jan. 15.—The twenty-two weavers imported from Greenville, S. C., by agents of the Lonsdale Company to take the places of those now on a strike at Mill No. 4, did not go to work to-day, though the company expected them to do so.

The new-comers attended a meeting of the strikers held last evening, and it was decided not to accept work unless existing conditions. The strikers' committee was instructed to take care of the help from Greenville until they should find work elsewhere.

Six have secured employment at Nyack and the rest left to-day.

The strikers have instructed an attorney to wait upon the Lonsdale Company to request them to fulfill their agreement with the men imported from Greenville, to transport them to their homes.

SEABOARD AIR LINE GETS THE DECISION.

Judge Waddill's Opinion Against the Claims of Thomas F. Ryan.

DECLARES HIS POINT NOT WELL TAKEN.

Circumstances Did Not Justify Granting the Injunction Asked by Complainant.

THE OPINION IS AN EXHAUSTIVE DOCUMENT.

The Probability of Irreparable Damage to the Complainant from a Failure to Award the Injunction Was no Greater Than the Injury Likely to Result to the Defendants

Should it be Awarded—Former Did Not Appear to Have Been Seriously Damaged—Rights of the Various Parties Are in No Way Affected by the Court's Refusal to Grant the Injunction, and Further Proceedings Will Probably Be Had.

NORFOLK, VA., Jan. 15.—Special.—United States District Judge Edmund Waddill, Jr., this afternoon refused the preliminary injunction prayed for by Thomas F. Ryan, of New York, in his suit against John Skelton Williams and others to prevent consolidation of the Seaboard and Roanoke Railroad Company with the other roads of the Seaboard Air Line System, the Florida Central and Peninsular Railroad, and the Georgia and Alabama Railroad. Upon the request of counsel for complainant the Judge agreed to wait until Thursday next to pass the decree. Judge L. L. Lewis was the only attorney from Richmond present.

THE OPINION.

The opinion was received with general approbation. It is quite lengthy, covering eleven typewritten pages, and is as follows:

CIRCUIT COURT OF THE UNITED STATES—EASTERN DISTRICT OF VIRGINIA.
Thos. F. Ryan, Complainant, versus John Skelton Williams, the Seaboard & Roanoke Railroad Company, and others, Defendants.

IN EQUITY.

Bernard Carter, W. L. Marbury, W. H. Page, Jr., and D. Lawrence Gruner for complainant; Cowen, Cress & Bond, Litch R. Watts, Henry & Williams, L. L. Lewis and Edgar Allan for defendants.

OPINION.

Waddill, District Judge.
This cause is now before the court upon an application for injunction, and heard on bill, answers, affidavits of witnesses and the exhibits filed. The answers deny generally the allegations of the bill, and particularly that anything has been done, or contemplated, detrimental to the interests of the complainant or of the company in which he is largely interested; on the contrary, respondents insist, that the complainant has been greatly benefited by what has thus far transpired, and that his interests will be yet further enhanced if their plans and purposes are not interfered with. They deny all manner of wrong-doing imputed to them by the corporation, and aver that, so far from having done anything of which he could justly complain, they have exhausted every effort to harmonize with him and secure his co-operation, and failing in that, to have him placed in a position where his holdings could be liquidated.

The complainant admits for the purposes of this motion, as to material matters in which the averments in the bill are positively denied by the answers and affidavits filed, until proof is taken, he cannot grant the relief asked. But he insists that upon the pleadings according to the defendants' own showing, an injunction should now be awarded.

First, to restrain the Seaboard and Roanoke Railroad Company, its officers and agents, from entering into any agreement to consolidate, or do anything to consolidate said Seaboard and Roanoke Railroad Company with or merge it into any of the corporations named in the bill, or from in any manner becoming a party to or doing anything to accomplish the scheme of consolidation therein mentioned, or consenting to, permitting or allowing any mortgage to be placed upon the property or franchises of the said Seaboard and Roanoke Railroad Company for the purpose of securing any bonds that are to be issued as a part of said scheme of consolidation, the consolidation of the bill sought to be prevented by injunction, being those of the Seaboard Air Line System, containing some one thousand miles of road; the Georgia and Alabama Railroad, about four hundred and fifty-seven miles; and the Florida Central and Peninsular Railroad, some nine hundred and seventy-eight miles, aggregating two thousand four hundred and thirty-five miles.

TO ENJOIN AND RESTRAIN.

Second, to restrain the said Seaboard and Roanoke Railroad Company, its officers and agents, from making sale of or doing anything to consummate or perfect a sale of seven thousand four hundred and twenty-two (7,422) shares of the stock of the Raleigh and Gaston Railroad Company, owned by said Seaboard and Roanoke Railroad Company, and alleged to have been sold to Middendorf, Oliver & Co., and to enjoin and prohibit the defendants, J. W. Middendorf, from doing anything in his individual capacity or as a member of the firm of Middendorf, Oliver & Co., mentioned in the bill, towards the consummation of any sale made to him or his said firm of said seven thousand four hundred and twenty-two (7,422) shares of stock, and from accepting any transfer or assignment of the certificates of said stock to himself or his said firm and if already issued to either, to enjoin and restrain them from making any sale, assignment or transfer thereof.

To the consideration of these two questions I shall address myself. The complainant seeks the intervention of the court as a minority stockholder in the Seaboard and Roanoke Railroad Company (one of the roads in the Seaboard Air-Line System) and insists that the seven thousand four hundred and twenty-two shares of stock held by that company in the Raleigh and Gaston Railroad Company, alleged to have been sold to Middendorf, Oliver & Co., gave it the lawful control of the latter road, and in that way the control of the entire Seaboard Air-Line System, his contention in effect being that the defendants, Williams and Middendorf, and their respective firms, and a syndicate controlled by them, having acquired control of a majority of the stock of the Seaboard and Roanoke Railroad Company, improperly voted the stock owned by that road in the Raleigh and Gaston Railroad Company, and subse-

quently improperly sold said seven thousand four hundred and twenty-two (7,422) shares, whereby the Seaboard and Roanoke Railroad Company, in which the complainant was largely interested, lost control of the Seaboard Air-Line System, and that said Williams and Middendorf, and their said firms and syndicates further proposed to consolidate the roads of the said Seaboard Air-Line System, a most valuable property, regardless of his (complainant's) rights, with the Georgia and Alabama Railroad, and the Florida Central and Peninsular Railroad Company, as aforesaid, to constitute a property, which they also owned, and in which the complainant had no interest, to the virtual destruction of his property.

MAJORITY OF THE STOCKHOLDERS.

The complainant insists that the interests of Messrs. Williams and Middendorf,

(Continued on Fifth Page.)

SUMMARY OF TO-DAY'S NEWS.

Local.

—Judge Waddill renders his decision in favor of the Seaboard Air Line.

—Death of H. E. C. Baskerville.

—Death of Mrs. Carter Harriss.

—Committee on Roads recommends the passage of the Jim Crow car bill.

State.

—A. C. Gilligan, the slayer of C. B. Turner, in Isle of Wight, surrenders to sheriff of Surry county. Was taken to Petersburg to prevent lynching.

—Richard Carter, sentenced to be hanged in Cumberland county, reprieved by Governor Taylor.

—The Norfolk and Western buys the Damascus railroad.

—Louis August, the murderer, hangs himself in Hampton, Va.</